LINE STOPS TAKING EAST COAST CARGO

Warlike Situation in Mexico today. Causes American-Hawaiian to Refuse Freight.

TEHUANTEPEC ROUTE SHUT

Shipments for Portland Received in New York and Vessels May Be Sent Through Straits Until Canal Opens.

The warlike situation in Mexican territory caused an order to be issued yesterday by executives of the American-Hawaiian Steamship Company that

marine Notes.

In tow of the tug Oneonta the Belfast was shifted yesterday from the West Indies. Shipments are being accepted at New York for delivery here, and in a short time announgement probably will be made that the steamers will be routed by way of the Straits of Magellan.

Mexican operations have brought about the closing of the Tehuantepee route, the railroad connecting Salina Cruz on the West Coast with Puerto Mexico on the East Coast, over which the American-Hawalian has transshipped its freight between the Atlantic and Pacific fleets. The programme considered the past few days contemplated the use of the Panama Railroad, but it was decided that with the competition on that system, delivery of cargo would be so hampered as to be a serious obstacle. C. D. Kennedy, Portland agent, was informed not to receive cargo until further instructions were forwarded.

The company would not have connections from the Panama line with

were forwarded.

The company would not have connections from the Panama line with vessels that could handle foreign cargo, and it would have had to be carried to New York for reshipment. The old route of the line was by way of the Straits of Magellan, a course also used by the Grace fleet. Unless there is an early settlement of the Mexican conflict the American-Hawaiian is expected to divert steamers via the Magellan route until the Panama Canal is opened in July.

The steamer Paraise was due to arrive here Tuesday, but her place will be taken by the Navajo, bringing about 1800 tons of New York and European freight. The Paraise is to be drydocked.

freight. The Paraiso is to be drydocke freight. The Paraiso is to be drydocked for inspection and an overhauling. On the return the Navajo will carry San Francisco freight. The Paraiso will be continued in service, as there is considerable freight on the way up the Coast from Salina Cruz on the larger steamers for Portland delivery. Telegraphic communication with Puerto Mexico and Salina Cruz has been hampered the past few days and been hampered the past few days and the company was delayed in getting orders to vessels under way to diver their cargoes from the Tehuantepe route. The company is about to instal wireless plants on the fleet and tha will probably be done as rapidly a they reach New York or San Francisco

BLUE FUNNEL FOLLOWS JAP Other Lines Steadfastly Decline

Receipt of information that the Blue
Funnel line has fallen in with the Nippon Yusen Kaisha and Osabe Co.

Carnarvonshire. London. C. Ferd Lacisz. Hamburg.
Andalusia. Hamburg.
Name. For Kaisha in lowering rates on flour and wheat to \$2 a ton to Japan and \$3 to Hongkong, that being the first comny other than the Japanese to make cut, caused discussion among exporters yesterday.

their refusal to shade the tariff. As a matter of fact, dealers admit that there is little business prospective even should the rates drop, and at the same time argue that lower rates from Possessing Sound Soun Sound serve as a differential against Portland in bidding for the limited

ASTORIA, Or., Aril 24.—(Special.)steam schooner San Ramon dropped down to Wauna this morning and shifted to Westport this after-noon. After taking on 25,000 feet of she will sail for San Fran-

rived this morning from Eureka and to Westport to take on lumber

The steamer Sisklyou sailed today for San Pedro with 1,100,000 feet of lumber, loaded at various points on

The gasoline fishing schooner Decoran will sail this evening for the hallbut banks off the Oregon Const and
expects to return in about a week.
The vessel is under the command of
Captain R. E. Voeth and is to make
Astoria her base of operations.

The Norwegian steamer Thode Fagelung sailed today for Buenos Aires
with a full expect of humber form Bost
With a full expect of humber form Bost
Murrouni Wineless Persons. with a full cargo of lumber from Port-The steamer Jim Butler sailed today

Knappton. he steam schooner Johan Paulsen satled this morning for San Francisco

with lumber.

The steamer Thos. L. Wand is due to arrive this evening with cargo from

The cannery tug Akutan, arrived this evening from Portland and will sail for, Bristol Bay tomorrow. COOS RAY, Or., April 24 .- (Special.) The steam schooner Hardy arrived today from San Francisco at 3 P. M. and will load lumber at the Simpson

The gasoline schooner Rustler is

taking on a cargo of freight for the Sinslaw River towns and will sail Sat-

has built up a coasting trade which requires two boats instead of one. The steam schooner Yellowstone will call at Coos Bay tomorrow on her way to Portland and deliver freight for this vicinity.

The steamship Breakwater will sail

for Portland Saturday forenoon at 19 o'clock, The steamer Redondo will arrive from San Francisco on Saturday. TILLAMOOK: Or., April 24.—(Special.)—The steamer Sue H. Elmore left

43 MILES STEAMED IN A DAY

Tanker W. S. Porter Battled With

Stiff Northwester on Coast. Captain Madeson claims the slow ecord for the steamer W. S. Porter, which reached Linnton yesterday from Monterey, because for 24 hours after a 90-mile northwester was encountered off Mendocino Tuesday night the tanker covered only 43 miles.

covered only 43 miles.

The vessel put out from Monterey at 5 o'clock Sunday morning and it was 12:30 Thursday when she crossed into the Columbia. Captain Madeson says there was good weather on the run north of Cape Blanco. The Porter had a cargo of 43,000 barrels, The new tanker Frank H. Buck, which reached Monterey Thursday from Portland, left there early yesterday on her return voyage with a full oil cargo,

In tow of the tug Oneonta the Bel-

9		DUE T	O ARRIVI		
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n	Hose City		os Angeles	April	21
n	Bear		ureka	May	200
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	Sambia		amburg	June	2

Glenroy..... Radnorshire.... Den of Ruthven. Hoerde....

PORTLAND, April 24.—Sailed—Tug Aku an, for Nushagak River, steamer Atlas, fo dehmond; steamers Coasfer and San Ramon

Portland in bidding for the limited trade offering.

WAR MAY CURTAIL CARGO

Foodstuffs for Mexican Shipment Not Sure to Move.

Flour assembled here for shipment to Mexican ports on the British steamer Colusa, of the Grace fleet, will in all probability not be loaded, owing to uncertain conditions south of the border. The Colusa has been detained on Puget Sound longer than was provided for in her schedule, so she may be here about April 30.

The question of transporting the flour has not been definitely disposed of and should there be less prospect of trouble when the liner reaches this port, the cargo may be carried. The Colusa being under the British flag might not suffer through visiting the War zone, but the company evidently does not plan to assume any risk.

News From Oregon Ports.

ASTORIA, Or., Arii 24—(Special.)—

PORTIANAL, April 24.—Arrived at 7 and left up at 9 F. M. flichmond; steamers Coasier and San Ramon, for San Francisco.

Astoria, April 24.—Arrived at 7 and left up at 9 F. M. steamer Manning-try, from Eureka. Arrived down at 8 A. M., steamer Flaguind, for Buenos Ayres, Sailed at 19 A. M., steamer Flaguind, for San Prancisco, Arrived at 5 A. M., steamer Flour 124.—Passed at 2 A. M., steamer Flour 124.—Arrived at 7 A. M., steamer Rose City, from San Pedro. Arrived at 10 A. M., steamer Rose City, from San Pedro. Arrived at 10 A. M., steamer Flour 124.—Arrived at 7 A. M., steamer Rose City, from San Pedro. Arrived at 10 A. M., steamer Rose City, from San Pedro. Arrived at 10 A. M., steamer Floury 124.—Arrived at 10 A. M., steamer Rose City, from San Pedro. Arrived at 10 A. M., steamer Rose City, from San Pedro. Arrived at 10 A. M., steamer Floury 124.—Arrived at 10 A. M., ste

British steamer Strathdee, from San Francisco.
Liverpool. April 24.—Arrived—Steamer Devonian, from Portland.
Fort Natal, April 24.—Arrived previously—Steamer Strathalian from Everett.
Scattlee Wash. April 24.—Arrived—Steamers Hazel Dollar, from Astoria; H. T. Scott, from San Francisco: Dolphin, from Southeastern Alaska, Salled—Steamers Alameda, for Southwestern Alaska; City of Seattle, for Southeastern Alaska.
Marseilles, April 22.—Arrived—Steamer Sithonia, from Poetland, Or.
Antwerp, April 22.—Salled—Steamer, Transvall, for San Francisco.

Marseilles, April 22—Arrived—Steamer Sithonia, from Poetland, Or.
Antwerp, April 22.—Sailed—Steamer, Transvall, for San Francisco.
San Francisco. April 24.—Arrived—Steamers Menes from Seattle; Bear, from Portland; Wilmington, from Mukilteo; Keut (British), from Brisbane; Multnomah, from Astoria. Sailed—Steamers Fucatan, for Portland; U. S. crulser Maryland, for Mazatlan; Claremont, for Grays Harbor; Captain A. F. Lucas, for Vancouver; schooner Lily, for Umpqua.

Marconi Wireless Reports.

(All positions reported at 8 P. M. April 24, unless otherwise designated.) unless otherwise designated.)

Governor, Seattle for San Francisco, 10 miles south Cape Mears, F. H. Lengett, Grays Harbor for San Pedro, I.5 miles south Columbia River.

Maverick, Richmond for Seattle, 105 miles west of Seattle.

Pectan, Chile for Port San Luis, 259 miles south Port San Luis, April 25.

City of Para, San Francisco, for Balboa, 100 miles south San Francisco, April 23.

Oleum, San Francisco for San Pedro, 87 miles north San Pedro, 67 coronado, San Pedro for San Francisco, tour miles west Point Vincent.

Willamette, San Diego for San Pedro, 15 miles north Point Loma, Harvard, San Pedro for San Francisco, passed Point Hueneme 5:40 P. M.

'Big Three' Has Traveling Agent-A. Ottinger, general agent of the "Big Three" fleet, was a passenger from the south on the Beaver, accom-The new coaster Roamer, being built panied by G. A. Musgang, who has Kruse & Banks' shipyard, North been employed as traveling passenger end, is nearly completed and will be agent of the line in Oregon and Washready for sea in two weeks, the 90horsepower engine being already installed. The Roamer is 65 feet long
and has a capacity for 100 tons of
freight. The ship was built for Captain Peter Olsen, of Marshfield, who

Chocolate

attracts flies, absorbs dirt and germs. Ghirardelli's Ground Chocolate sold only in hermetically sealed cans, is always fresh, clean and healthful.

D. Ghirardelli Co.

MURSON DEFIANT: **BLAMES GOVERNOR**

Head of Deschutes Land Company Says He Has Been Harassed at Every Turn.

LEGAL EXPENSES \$30,000

Desert Land Board Takes No Action on Proposal to Renew Contract for Which Meeting Is Called and Mr. West Is Satisfied.

SALEM, Or., April 24.—(Special.)— Declaring that Governor West was re-sponsible for the delay in completing the work and that litigation started Deschutes Land Company, at a meet ing of the State Desert Land Board today, said that the company did not need an extension of contract to go ahead with its reclamation of land, and would do so no matter what ac-tion the Board took.

After calling attention to a clause in the original contract which pro-vides that the contract continues in existence unless the company falls to esume work within 60 days after be ing notified by the Board that it must, which has not been done, Mr. Morson, which has not been done, ar. Morson, addressing Governor West, said:
"In addition to delaying the work you cost me \$30,000 in litigation. If that has given you \$30,000 worth of wisdom I am satisfied. You and I have not yet, however, played to the end of the rope."

Hardships Are Enumerated. The Board took no action upon the proposal to renew the contract, the meeting having been called to consider this, and Governor West said he was satisfied, declaring that what he had been fighting for was a prevention of the renewal. In a statement given out after the meeting, Mr. Morson said 1, 1910, and we did begin that work and during that season, notwithstand-ing the difficulty of getting teams, owing to the fact that railways building up the Deschutes had employed most of them, we installed a \$50,000 plant and did some work. We hauled machinery over the Blue Mountains for nearly 150 miles. This placed us it a good position to do a Summer's work in 1911, and during this year we about completed the mains for one-third of the lands we are reclaiming. In order to do this, and to reclaim our lands rapidly, we worked three excavating and two right-of-way camps the en-tire season. Our grading camps were worked day and night, Sund Monday-22 hours in the 24. Henviest Work Done.

"Not only did we do much work, but the heaviest of our work in the entire system and therefore the most expen-sive was done in 1911. We were comsive was done in 1911. We were coming out of the river and on to the
higher lands and at one point we had
encountered a slope cut of 40 feet. At
the close of this season 50 days' work
would have given us a completed west
side canal, and, anticipating no trouble in 1912, notwithstanding Governor West's disapproval of everything we did, we issued a circular letter to ev-ery person holding our certificates stating that if they wished to come under this canal in the Spring of 1912 to kindly so inform us, in order that arrangements for laterals might be made. Not one person expressed a de-sire to come.

"In 1912 we put an outfit in the field and did about one month's work, when, owing to the letter by the Governor to the Secretary of the Interior, our Crescent Lake reservoir site, absolutely essential to the reclamation of these lands, was held up. Since 1912 this company has spent in the vicinity of \$30,000, not in reclaiming lands, but in overhead expenses, investigations, trips to Washington, etc. But the end is root yet."

Mr. Morson informed the board that it would furnish it any information it desired regarding descriptions of lands upon which options have been sold.

settled by the payment to the Reeds of \$500 by the company. The Reeds have an \$0-acre ranch at Corbett Sta-tion, 22 miles from Portland. The tele-phone company has had a line crossing part of the ranch for 27 years. A rockquarry recently was established on the ranch and the blasting interfered with the company's wires. They moved the line to circle the quarry and destroyed a windbrake at the back of his house. He sawed down three of the poles and the company secured a temporary injunction. temporary injunction.

AUTHOR'S DEBTS PILE UP William Anthony McGuire Must Tell Court Why Not Paid.

CHICAGO, April 21. — William Anthony McGuire, Chicago author, will appear before Municipal Judge Newcomer to explain his failure to satisfy three judgments against him. It is said Mr. McGuire has been unusually absent-minded and indifferent about observing several court orders and that obeying several court orders and that at least half a dozen judgments are still unsatisfied.

"I am going to settle all my debts in a few days," he said yesterday. "It is unfortunate, but I have been out of town for some time and haven't been able to attend to these matters. Every-thing will be adjusted in a short time." Following are judgments against the playwright in favor of:

Miss Reen says she nursed Mrs.

Miss Reen says she nursed Mrs.

McGuire during November and Decem-Paul Hawxhurst, of Evanston, for \$200. Judgment January 27, 1918

\$200. Judgment January 27, 1910. Charles Anderson & Son, for \$209.25 said to be due for tailoring. Judgment July 18, 1910. Juergens & Anderson, for \$250. Judg-

ment March 20. Plaintiffs contend they Navy Departments and the data are sold McGuire a diamond ring.

Charles W. McDaniel ("Howieson"), It is estimated that should the Beav-South Michigan avenue. Judgment for \$25, said to be owing on an Easter bonnet purchased last year. McGuire was cited by Judge Scovell

pear on five different occasions.

McGuire will be asked to explain his fallure to pay Dr. John W. Birk a judgment for \$124. He will also be which could be made available that asked why he paid no attention to a citation when it was expected an examination into his assets would be

Chicago Woman Forgets Fright, Gets Mad and Kills Rodent.

CHICAGO, April 21. - When Mrs. Della Pace, of 2137 West Madison street, first saw the rat she thought it was a small greyhound. She jumped was a small greyhound. She jumped upon her chair and scared the intruder into the next room. After a time, not seeing the animal, she descended. The rat attacked her and she screamed and fled. In the flat next door was a big, fierce-looking tomcat, the battle-scared hero of many wars.

Mrs. Pace impressed the cat into service. She opened her door just wide enough to admit the body of the conqueror, then leaned against it. She was too tender-hearted to see even a rat

too tender-hearted to see even a rakilled. The sounds told of an awfu struggle, of terible agony, and then there was slience. The listener got a saucer of the richest cream and en-tered. The tomcat lay bleeding upon the floor, the rat stood over him in triumph. so angered Mrs. Pace that she

forgot to be afraid. She grabbed a broom, finished the cat and then killed

KINROSS-SHIRE LAST TAKEN Erbrin Discharges Ballast Prepara-tory to Loading Wheat,

For October-November wheat loadfor October-November wheat load-ing the British bark Kinrosshire was chartered yesterday by the Portland Flouring Mills Company, the rate re-ported being 30 shillings. The vessel arrived at Hamburg March 5 from Iquique and will load there for Hon-

The Norwegian barg Erbrin, from Callao, the most recent arrival in the grain fleet, began discharging ballast at Linnton yesterday and in a few days will shift into the harbor to work cargo, probably getting away early

Qualities of Boats for Transports Discussed.

"BIG THREE" INSPECTED

Estimates Made That Bear and Bea ver Could Be Transformed in 48 Hours to Provide Accommodation for 1500 Soldiers.

War talk is not confined to landsmen in Portland by any means, for the shipping fraternity is as deeply interested and speculation is even being indulged in as to what vessels might be taken over to augment Army transports in the event a general move-ment of troops down the Pacific side is

As the Navy Department requested permission to inspect the "Big Three" steamers not long ago with a view to determining their fitness as auxiliary cruisers and troopships, naturally they are being considered as possible acquisitions to the Government fleet. It is said that full details of their con-struction, speed and capacity have been obtained both by the War and

er, now in port, and the Bear, which sailed Wednesday, be required, a force of carpenters could convert their decks into troop quarters in 48 hours With more than enough accommodaon November 4, 1910, to explain his failure to satisfy a judgment for \$48.50 obtained by W. A. Hinkins. McGuire failed to obey the order. Since that time the playwright has failed to apcommodated. The matter of oil for fuel is regarded as a small feature, for which could be made available that pilots especially when taking large Crossing to assist in digging the new would probably last them for the ships across at night. In the event roadway.

citation when it was expected an examination into his assets would be made.

RAT WHIPS BATTLE CAT RAPILE CAT April 6 for Manila and the Thomas sailed from Manila for San Francisco April 15. So far as the movement of any troops from the Northwest to the border is concerned, there is no reason to suppose the Government will resort to transports in preference to railroads, but steamers would be utilized if operations were begun on the west coast of Mexico.

AVERAGE REDUCTION WILL BE IN NEIGHBORHOOD OF 25 PER CENT.

Free List" Is Abandoned Entirely, Regardless of How Many Vessels Each Company Sends Here.

Pilotage rates at the mouth of the

Columbia River were cut an average of about 25 per cent by the Port of Portland Commission yesterday, the tariff the rat. She never will fear any of the rodent family again. a ton net register, the previous charge having been \$2.50 a foot draft and 1 cent a ton. Compared with the business transacted during 1913 the reduced rate is a cut of from 27 to 28
per cent on outbound vessels, which lie
much deeper in the water, and 20 to 21
per cent on inbound steamers.

The new tariff eliminates all carriers from the "free list," placing lines oper-ating on a monthly schedule on the same basis as owners who might have one steamer a year. The Commission has been so besieged by companies and owners sending 12 steamers here each year, though not running on schedule, who felt they were entitled to the free pilotage and free move concessions, the free list was abandoned entirely.

No offers were received to take over

the bar tugs and pilotage responsibili-ties. The estimated difference in reve-nue is from \$4000 to \$5000 a year.

OREGON ELECTRIC LOCAL 30

The Commission approved and signed a petition, circulated and generally independent of the provided by pilots, masters and shipping interests, asking Lieutenant-Colonel \$500 Paid for Windbrake.

By the terms of a compromise the case in which the Pacific Telephone & Telegraph Company sought a perpetual injunction against Mr. and Mrs. Frank H. Reed, in the Federal Court, was intermediate points, will, beginning is known as Tongue Point Crossing, extending from Harrington Point to Tongue Point, above Astoria. The suggested channel is to extend from No. 2 buoy across to Tongue Point. The Gov-

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ernment dredge Clatsop is now digging Colonel McKinstry agrees to a straight in the present channel, which is of a channel the Commission will order the winding character and objected to by dredge Columbia to Tongue Point



You are getting a better run for your money than you did in yester-years.

Uncle is using some of the money you are paying as taxes to employ expert Sam chemists to investigate the Nation's food supply.

We are quite pleased, because on February 26, 1914, Judge R. S. Bean, U. S. District Court, Oregon, handed

down an opinion that California Home Brand Catsup Is Pure!

This "table joy" catsup wins the decision every time on the bench, in the restaurant, and in your home.

